

MARINE

Bringing Charles Warren Fairbanks, ex-Vice President of the United States, and his party, to this city, the Toyo Kisen Kaisha liner Chiyo Maru arrived off port early yesterday morning and docked at about eight o'clock. The Maru had a very pleasant voyage down from the Coast, fair weather being experienced the greater part of the way. She brought 313 bags of mail for Honolulu and a small number of passengers. She continued her voyage to the Orient at six o'clock last night.

Blooded Stock on Lurline.

The Lurline, which arrived yesterday shortly after the Chiyo Maru, brought down one of the largest and most valuable consignments of blooded livestock that has come here from the mainland in many a day. This included a number of splendid horses for Charles Belina and for T. S. Kay. There were a number of splendid hogs brought down on the Lurline, these also being for Honolulu. Twenty-five mules, consigned to Davies & Co., were brought down on the Lurline, and these were sent to Hilo on the Matson boat when she sailed from here last night. The Lurline came down from the Coast very light, her cargo of general merchandise being about 2500 tons. The principal items in her cargo were five automobiles for this city and six gasoline engines for use on the plantations. The rest of her cargo was composed mostly of flour, feed, hay and fertilizer.

The Lurline whistled the news of her departure for Kahului last night at nine o'clock. The most of her cargo is for the other islands, and, after this has been discharged, she will begin taking on the usual sugar shipments. Before returning to Honolulu, the Lurline will make a call at Hilo.

Captain Willett's Call.

Captain Willett, master of the bark Foohing Suey, now at Kahului, has written to Honolulu for sailors, and, as a result, there is a notice posted in the office of the United States Shipping Commissioner. Ten seamen are wanted. Captain Willett shipped a full crew from this port when he sailed from here, but a number of his men deserted at the Maui port. The Foohing Suey has just begun taking her cargo of sugar for the return voyage around the Horn.

Treasure on the Maru.

Five hundred thousand dollars in bullion was stored away in the vaults of the Chiyo Maru when she passed through this port yesterday, according to Purser William Chapman. The greater part of this is due for Shanghai and Hongkong.

According to one of the officers of the Toyo Kisen Kaisha line, passing through on the Chiyo, the Hongkong, Nippon and America Maru will soon be put on the South American run, but he also stated that they would touch at this port en route to and from the Orient and South America.

LOCAL OFFICE OF THE UNITED STATES WEATHER BUREAU.

Honolulu, Thursday, April 22, 1909.

TIME	TEMP.	WIND	WAVE	MOON
5:00	79	SE	1	10
6:00	78	SE	1	10
7:00	77	SE	1	10
8:00	76	SE	1	10
9:00	75	SE	1	10
10:00	74	SE	1	10
11:00	73	SE	1	10
12:00	72	SE	1	10
1:00	71	SE	1	10
2:00	70	SE	1	10
3:00	69	SE	1	10
4:00	68	SE	1	10
5:00	67	SE	1	10
6:00	66	SE	1	10
7:00	65	SE	1	10
8:00	64	SE	1	10
9:00	63	SE	1	10
10:00	62	SE	1	10
11:00	61	SE	1	10
12:00	60	SE	1	10
1:00	59	SE	1	10
2:00	58	SE	1	10
3:00	57	SE	1	10
4:00	56	SE	1	10
5:00	55	SE	1	10
6:00	54	SE	1	10
7:00	53	SE	1	10
8:00	52	SE	1	10
9:00	51	SE	1	10
10:00	50	SE	1	10
11:00	49	SE	1	10
12:00	48	SE	1	10
1:00	47	SE	1	10
2:00	46	SE	1	10
3:00	45	SE	1	10
4:00	44	SE	1	10
5:00	43	SE	1	10
6:00	42	SE	1	10
7:00	41	SE	1	10
8:00	40	SE	1	10
9:00	39	SE	1	10
10:00	38	SE	1	10
11:00	37	SE	1	10
12:00	36	SE	1	10
1:00	35	SE	1	10
2:00	34	SE	1	10
3:00	33	SE	1	10
4:00	32	SE	1	10
5:00	31	SE	1	10
6:00	30	SE	1	10
7:00	29	SE	1	10
8:00	28	SE	1	10
9:00	27	SE	1	10
10:00	26	SE	1	10
11:00	25	SE	1	10
12:00	24	SE	1	10
1:00	23	SE	1	10
2:00	22	SE	1	10
3:00	21	SE	1	10
4:00	20	SE	1	10
5:00	19	SE	1	10
6:00	18	SE	1	10
7:00	17	SE	1	10
8:00	16	SE	1	10
9:00	15	SE	1	10
10:00	14	SE	1	10
11:00	13	SE	1	10
12:00	12	SE	1	10
1:00	11	SE	1	10
2:00	10	SE	1	10
3:00	9	SE	1	10
4:00	8	SE	1	10
5:00	7	SE	1	10
6:00	6	SE	1	10
7:00	5	SE	1	10
8:00	4	SE	1	10
9:00	3	SE	1	10
10:00	2	SE	1	10
11:00	1	SE	1	10
12:00	0	SE	1	10

WM. B. STOCKMAN,
Section Director.

TIDES, SUN AND MOON.

DAY	APRIL	TIME	MOON	SUN
1	19	3:40	17	8:18
2	20	4:21	1.8	8:59
3	21	5:05	1.8	9:42
4	22	5:50	1.9	10:27
5	23	6:43	1.8	11:15
6	24	7:37	1.7	12:05
7	25	8:35	1.6	12:58

New Moon April 19 at 6:20 p. m.
The tides at Kahului and Hilo occur about one hour earlier than at Honolulu.

Hawaiian standard time is 10 hours 30 minutes slower than Greenwich time, being that of the meridian of 157 degrees thirty minutes. The time which blows at 1:30 p. m., which is the same as Greenwich 0 hours 0 minutes. Sun and moon are for local time for the whole group.

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AMUSEMENTS



SCENE FROM "KIDNAPED," A STRONG PRODUCTION AT THE ORPHEUM TONIGHT AND TOMORROW NIGHT BY THE POPULAR ELLEFORD COMPANY.

A DAINTY SAILOR LASSIE.

We have seen you in a ball gown, And in walking dress attired, All surrounded by the Johnny would-be flirts, But you never were so cunning, Or so much to be admired, As when you wore those curtailed sailor skirts.

Oh, sailor lass, get a big, long glass And watch yourself awhile, See how sweet you look, like a picture book; I'm sure that you will smile To see yourself, you dainty elf, As when upon the stage. Hear the audience roar, "It is Eva Moore; You bet she is the rage."

And that came near to being the feature of the vaudeville show at the Opera House last night. Eva Moore, as a dainty sailor lassie, with a sailor collar, a sailor blouse, a sailor hat and a sailor walk, made something of a hit that can not be described by the mere word.

The Pollards have got wise to one thing, and that is that vaudeville must be variety. Instead of putting on one long series of more or less serious songs last night, they had one funny piece of business, then something catchy and tuneful, then a serious song and then some more fun. It was the best house they have had this week. It was well filled, and the audience just enjoyed itself from beginning to end. Alfred Goulding made more of a hit than ever, and his Scotch song brought down the house, so that the gallery is now resting in the dress circle.

The swing song made another hit, and little Lillie Bull, seated in her electric-light swinging chair, had to sing many verses of the pretty song that goes with the charming effect of the three gaily-colored swings that send three little fairies way out over the orchestra stalls.

There will be no show tonight—more of the pity—but the program will be repeated tomorrow afternoon. Then, in the evening they will give more of the same kind under the name of "Fun on the Bristol."

There is not much time left in which to appreciate the Pollards in specialty

roles. But people are waking up to the fact that they have the best variety show that ever hit Honolulu town. There will be more of it next week, but not much, as the engagement ends next Thursday night. People who want to laugh, people who want to be charmed by sweet singing and pretty dancing, and people who want a good all-round variety show, had better get to the Opera House soon, or they may miss it.

"Kidnaped" at the Orpheum Tonight.

The Elleford company gave the last presentation of "The Other Fellow" last night, and the offering for tonight and tomorrow night is David Higgins' comedy melodrama, "Kidnaped." It was written in the days when the author did not depend on scenery and horseplay for his effect, but was compelled to put in a strong story and plenty of good comedy features. The Elleford company presented this play three years ago, and it was the success of the engagement. Pietro Sasso has a comedy character part as Louis Rhinegold, the good-spirited son of the brewer. George Hernandez has a great comedy part as Michael McMooney, a railroad section hand and afterward a policeman, and Anna Dodge helps greatly with the laughs as Maggie, Michael's better half. Mattie Lloyd Luce has a rollicking soubrette part as Daisy McMooney, the Irishman's daughter, and her comedy and love scenes with Rhinegold are excruciatingly funny. Miss Due has a strong emotional part as Grace Braybrook. The balance of the cast have all great chances to please. The Osborn children will appear in the play, and between acts will have a new specialty. There have been many requests for another performance of "The Two Orphans," so it will be the bill for the matinee tomorrow. There is something in this great play to delight young and old. The matinee prices are 25 cents for children, to any part of the house, and 50 cents for adults. Seats are now on sale for all performances.

A special of "Kidnaped" tonight will be the beautiful scenic and electrical effects. The story is laid in and around New York, and several of its most notable places will be shown in masterpieces of the scene-painter's art.

Letters From the Public

NELSON AND TOGO.

(Continued from Yesterday.)

"At 10:30 a. m., May 28, Admiral Nebogotoff, with the remnant of the great fleet, was surrounded. The Ka-suga opened fire at 10,000 yards. The first shot went over, the second fell short, and the third struck the Nicolai's smokestack. Several hits followed. There was no resistance—four battered ships lay opposed to twelve fresh, uninjured ones, and one of that twelve was now hitting at a range which only one gun in the Russian ships could reach, and that gun handicapped in its service. Russian crews were exhausted; ammunition scarce. What was left to do? Nebogotoff surrendered. Who can say unwise?"

"Notes. The Japanese 12-inch guns made probably better than 19.6 per cent. of hits. Considering the range, which must have been near 5000 yards, and the hazy condition of the atmosphere, this record is enough to make all who think, think hard.

"The Russians had but two practises while the fleet lay at Madagascar. The range was short, the ammunition allowance meager, and the results unsatisfactory. It is known that of two range-finders on a certain ship, one measured 8000 yards, while the other gave 12,000. No attempt was made to reduce the errors in these important instruments, and when you consider that at 5000 yards the range must be known to within 150 to insure hitting, the utter unpreparedness of the Russians is apparent. But good gunnery alone will not win the day. Sir John Fisher has said: 'The man behind the gun is a great factor, but, however good he may be, his services will be worthless unless he has an admiral who can put him in the right place at the right time.'

"The Japanese had little to contend with in the way of interference. The Mikasa was only hit about four times, and a British captain is said to have sat unharmed throughout the battle on the quarterdeck in an armchair. It will be remembered that the Russian admiral's only signal was to direct all fire at the Mikasa; other ships were hit less.

"The Russians had no practise maneuvers with the whole squadron until the day before the battle; they held no council of war, and if the admiral had any plan of action it was not known even to his division commanders. Only one officer on his staff had a military education. Admiral Nebogotoff was never in Rodjevsten sky's confidence, and was only on

board the flagship once, and then for fifteen minutes at Kamrahu bay.

"Excitement was flagrant; one Russian officer is known to have whistled 'Full speed' to the battery and 'Commence firing' to the engine-room."

For my part I hardly know which of Admiral Togo's great qualities I admire most—the careful, thorough preparation for the conflict, nothing forgotten, nothing slighted; the patience with which he waited for his enemy, refusing to be enticed away from his base; the tigerlike spring with which he pounced upon him when the psychological moment arrived; the rapidity of action with which he obtained the tactical advantage that enabled him to punish his enemy so severely.

Admiral Togo exhibited still another quality that excites my admiration. Many Russian sailors, when their ships sank, put life preservers round their heads instead of higher up and turned head down when they got into the water, and so were drowned. A great many corpses were seen the day after the battle floating with their feet bobbing up. Some pictures were taken of them by the Japanese, but Admiral Togo, with the true instinct of an officer and a gentleman, had the pictures and negatives confiscated and destroyed.

These qualities—foresight, patience, quickness of thought and action, and the natural instincts of the gentleman—are possessed in common by all great commanders in varying degree, and I admit that Admiral Togo has proved by his achievement that he is a great commander, but I claim that he can never rank as equal with Nelson until he has equaled Nelson's achievements. Moreover, having a healthy pride in the history and achievements of my own people, I hope and believe that any one of the four great English-speaking naval officers living today—Fisher, Beresford, Evans or Dewey—would prove as great or greater than he if matched against him on equal terms. For who can imagine either of these leading his fleet into a trap like a bull into a slaughter pen, as did the Russian admiral at Tsushima? or who that has any knowledge of the conditions prevailing in the British and American navies can imagine a fleet commanded by English-speaking officers and manned by English-speaking seamen going into action in such a disgraceful state of unpreparedness, confusion and excitement as prevailed in the Russian fleet at Tsushima?

In common with all who have any adequate conception of the awful ruin and suffering that are of necessity a

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A little more space for a word about myself, in order that you may understand why I write as I have done.

British by birth and early training, but coming to America while still in my "teens," my ideas and habits of thought, having been influenced by the customs and institutions of my new home, are for the most part American. As a naturalized citizen of the great Republic, I am as loyal to the Stars and Stripes as I would have been to the Union Jack had I remained in the land of my birth. I am somewhat in the position of a man who has left the home of his boyhood and taken to himself a wife—I love my new home and it holds first place in my heart, but I also love my old mother and feel that therein I am not inconsistent or the less loyal to America. I now take a patriotic pride in the history and achievements of the whole English-speaking race, as doubly mine by right of heritage and adoption, and feel that my ideas are broadened and my sympathies quickened thereby. By force of circumstances and early association I have always been interested in matters that pertain to naval warfare and to the sea in general. My whole life has been passed within sight and hearing of the sea. When a baby, the roar of the breakers was my lullaby—the cradle song that soothed me to sleep.

The first time that tears ever started to my eyes, over printed page, was when as a child stumblingly spelling out the big words I read the story of Nelson's glorious death, on the day of battle and in the hour of victory.

As a boy I wandered by the shore of the North Sea, a sea the story of which is crowded with historic associations and memories, as grand and inspiring as those that are a part of St. Paul's Cathedral or Westminster Abbey. Many a time when a boy have I stood bareheaded on the shore of that sea, with the bleak east wind driving the stinging, blinding salt spray in my face and eyes; the towering cliffs behind me; the black, angry sea before me, breaking in alternate crash and roll and continuous roar at my feet; the sullen, leaden sky over all—and as I stared seaward, over the expanse of black, heaving billows, with their tossed before me, I felt, though no mortal was near, that I was not alone. I stood in the Hall of Valhalla, and the spirits of the mighty dead were there—the sea kings and naval heroes of all nations and all time—and there was no more war, for all were friends and comrades there. The only contention among them was, who could most honor and love the one-armed hero of Trafalgar, and with one accord they hailed him lord and master. His body is buried in peace. His glory shines on in deathless splendor. His name liveth for evermore.

"HARDY."

And now, Mr. Editor, allow me just

part of any great war, I fervently pray for "Peace in our time, O Lord." But we must face the ugly possibility with what equanimity we may, that a cobblestone or a knife in the hands of a drunken hoodlum may in the twinkling of an eye create an international complication that the united efforts of all the statesmen and diplomats of America and Japan could not unravel peaceably.

In the event of such an awful possibility becoming an accomplished fact, I, for one, do not for one moment doubt or fear the issue, and when I say this I have in mind the fact that ship for ship, in preparedness and efficiency, the Japanese Navy is perhaps equal to any, and also the fact that the well-nigh fanatic spirit of devotion and self-sacrifice that animates the Japanese officers and men is such that it is probable the world will never witness the spectacle of a Japanese warship striking her colors to an enemy.

But I also know that in all the glorious history of the English-speaking people it has never failed that when the time comes, the man comes with it, and if we ever are in need of an American or British naval officer to match against the genius of a Togo or even of a greater than Togo, one will be found to fill the bill.

The early history of the Japanese nation runs along somewhat parallel lines to the great maritime nations of Europe, in that it was overrun by a fighting stock who invaded it by sea and intermarried with the original inhabitants, and the Japanese in all probability will play a similar part in the future of Asia to that played by England, France or Holland in the past of Europe.

A thousand years ago the savage sea robbers known in history as the Norse and Danish Vikings left their native land and scattered through Europe. They were discontented at the increasing power of their own chiefs and said, "We will call no man master." Their chief characteristics were love of plunder, love of the sea, and a savage impatience at all restraint. It is a matter of history that all of what is now England, Holland and Belgium and a large part of France were completely overrun and ruled by them, and that they intermarried with the inhabitants of those countries. Each of these nations has in its day fought for, won and for a time held the proud title of mistress of the seas.

The great duel between England and France that lasted through the eighteenth century and into the nineteenth, was a well-matched fight for the championship between the two greatest maritime nations at that time known to history. That struggle was decided in favor of Great Britain by the genius of Nelson, and since his time she has held first place among the maritime powers of the earth. The reason that the United States made so fine a showing on the sea in 1776 and 1812 is that there was a strong strain of sea-kings blood in the early British, Dutch and French settlers; in fact, John Paul Jones, the first American admiral and the hero of one of the most desperate single ship actions in all history, was British by birth.